

# Newark Ship Plant to Shut; Needs Supplies

## McAdoo Appealed To Twice, but Materials Are Still Lost in Tie-Up

### New Drastic Embargo Called Only Way Out

#### Shipping Board Declares Preferential Shipment Plan Is Now a Necessity

[Staff Correspondence]  
WASHINGTON, Jan. 22.—The Submarine Boat Corporation plant at Newark has been compelled practically to close down on account of the failure of the shipping board to move essential construction materials, it was announced at the Shipping Board today.

Although the matter has been presented to Director General of Railroads McAdoo on two occasions within the last week, no remedy has yet been evolved by the railroad administration. Meantime Uncle Sam is paying thousands of ship workers at this and other plants for idling, it was stated, and a spread of the stagnation to other yards is threatened.

Virtually Idle Two Weeks  
There has been a virtual stoppage of work at the Newark shipyard for over two weeks on account of the failure of the railroads to move one thousand cars of ship plates and forms started from Pittsburgh for Newark on December 28 and succeeding dates. None of this material has been delivered at Newark yet. It is reported to be somewhere between Chicago and New York.

At the Shipping Board today it was stated emphatically that ship materials should be given preferential freight movement over all materials except food and fuel. Thus far, it was stated, no attempt to make such a programme effective had been made. At the same time, it was anticipated that as soon as industrial plants resume work to-morrow an even greater congestion of the railroads would result on account of the general attempt of manufacturers to speed up and compensate in increased output for the losses entailed by the involuntary idleness of the last five days.

Some form of embargo which will prevent the immediate piling up of new freight at receiving stations must be invoked, it was stated. If there is to be any genuine relief from the congestion which is now seriously inhibiting the progress of ship construction.

McAdoo Criticized  
In this connection officials are disposed to adversely criticize Director General of Railroads McAdoo for his rejection of the embargo proposal recommended by the shipping board's ultimatum order by the War Council last Monday.

It is predicted that Mr. McAdoo will be eventually compelled to accept this recommendation, but his procrastination, it is pointed out, means precious days lost in relieving congestion of the railroads. The difficulties induced by the weather and the piling up of additional freight at the terminals make the transportation problem most critical.

"Men From the Picks" Defeat Mine Leaders  
Gain Point Over Question of Changing Wage Contracts  
INDIANAPOLIS, Jan. 22.—The "men from the picks" won at least a temporary victory over the administrative leaders of the United Mine Workers today on the question of changing the method of negotiating wage contracts. The fight was over the adoption of a constitutional amendment providing that no officers, districts or group of districts shall have authority to make a basic agreement and formulate a policy to govern any other district without all districts having an opportunity to be represented and a vote.

The constitution committee sought to defeat the amendment, but so much opposition was aroused that a motion was raised to refer the matter to a special committee for action. This received the support of the constitution committee, President Frank J. Hayes and other leaders, but was voted down 654 to 615.

Samuel Gompers is expected to address the convention to-morrow.

# Federal Food Board Was Also Garfielded

## Plumber Forces Members to Wear Overcoats While Hearing Profiteering Case

The Federal Food Board is naturally exempt from the Garfield fuel conservation order, yet yesterday every member of the staff, at 220 West Fifty-seventh Street, Garfielded with might and main. "To Garfield" is to wear an overcoat and red ears, to blow upon one's hands at intervals and to rise ever and anon from one's seat to execute the intricate pas seul that cab drivers invent.

R. H. Neilson and H. B. Elgar, lawyers, sitting for the administration to hear a case of alleged profiteering, wore it well until late in the afternoon, and then they Garfielded with the rest. But Garfield had nothing to do with it. It was the plumber or the engineer or somebody. The boilers were out of order and the steam pipes were cold.

6 Inches of Snow Falls in 10 Hours; Record for Year  
Energy of Street Cleaning Department Prevents Serious Tie-Up of Traffic  
New Yorkers, long denied the privilege of shovelling coal in quantity, were given a chance yesterday to shovel snow to their hearts' content. Slightly over six inches of snow, marking the heaviest fall since early in December, came down so steadily that it taxed the energies of the Street Cleaning Department to prevent a serious blockade of traffic.

From 5:30 a. m. until 3:40 p. m. the snowfall was continuous.

Before daylight the whole snow-fighting force of the Street Cleaning Department was at work. Six thousand men, 140 ploughs and every available wagon were employed in digging and hauling away snow. Fifth Avenue, always the first thoroughfare to undergo a clearing process, presented early in the day a tangle of snow-drifts along the sidewalk. By noon, so persistent was the snowfall, parts of the avenue had been cleared several times.

Storm Record Breaker  
On December 13 and 14 almost seven inches of snow fell, but the fall was spread over several days, while yesterday's heavy blanket came down in a little over ten hours. It was the record breaker of the season for density and rapidity of the fall. Yet comparatively little inconvenience was felt, so far as the city's traffic was concerned. Late in the afternoon, when clear skies and a clearing breeze were moving north and great ridges of snow along the sidewalk edge a told how determinedly the city had worked to keep itself from being blocked.

Last night there was no prospect of more snow for several days. The weather bureau predicted that the weather to-day would be fair, and, while it will be colder, there is no indication for an immediate return of zero temperature.

Outside of New York City the effect of the snowstorm was more harmful, especially as it tended to impede the pushing of coal eastward from the mines. Nearly every transportation centre in the East was hit to some degree. In New York State, Pennsylvania, New Jersey and New England trucks, cars and switching equipment were covered, while coal in cars which had just been unloaded by steam was again buried. Thousands of men who might have been swinging coal shovels in New Jersey yards were put to work clearing tracks, and long trains laden with fuel were temporarily stalled by drifts.

Nineteen Inches for Season  
Two areas of low barometric pressure—one a rapid northeast movement from the Gulf coast and centering over the Atlantic seaboard, and the other coming along the Canadian border and the Great Lakes—met near New York and precipitated this latest visitation of snow, which gradually enveloped all of New England.

The six-inch fall yesterday brought the total of the season up to approximately nineteen inches. The weather bureau said that this was not abnormal, although the average temperature so far registered was far below normal.

No Naval Spies Caught Here, Says Intelligence Bureau  
[Staff Correspondence]  
WASHINGTON, Jan. 22.—If there are German naval spies in America they have thus far eluded the Department of Justice and the Naval Intelligence Bureau, it was learned authoritatively today. It was stated at the Navy Department that not a single bona fide German naval spy has been arrested in the United States since this country entered the war.

It is feared, however, that dangerous enemy aliens have been released by the Department of Justice after having been apprehended.

# Railroads Gaining On Freight Tie-Up; 2,400 Cars Freed

## Fuel Holidays More Than Offset Bad Effects of Storm

### Weather a Big Factor

#### Smith Says a Few Mild Days Would End Traffic Congestion

In spite of the snowstorm, and the frost, and all the other obstacles, the railroads are gaining slowly, but surely, in their work of clearing congested traffic and getting back toward normal. The shutdown of business, with its accompanying embargo on shipments, is offsetting the bad effects of the storm—and a bit more.

These are the facts that may be gleaned from long columns of figures, comparing freight car tie-ups day by day for three weeks. Despite discouraging weather, reports from nearly all parts of the Eastern railway district, shortage of labor and absence of cooperation, it was reported from the office of A. H. Smith, Assistant Director General of Railroads, that a few mild days would see the whole remaining stagnant mass of freight cars moved into the fresh streams of commerce.

Jersey Points Less Clogged  
Nearly all the railroads with Jersey terminals yesterday reported in detail to Mr. Smith the progress of "clean-up week," showing fewer stalled cars, freight movement easing up and more coal dumped at sidings.

Six railroads serving New York City reported no total number of cars stalled along their systems the week ended Monday, January 21, as compared with the week ended January 14. The roads that reported were the New York Central, Lackawanna, Erie, Lackawanna, Jersey Central and Pennsylvania.

The total number stalled the week ended January 14 was 4,900, and the week ended January 21, 2,500, showing that the railroads had cleared away 2,400 cars, now added to the freight equipment of the Eastern Railway District.

N. Y. Central's Report  
Pitt P. Hand, advertising manager for the New York Central, reported moving along the railroads of the Eastern district above normal this and last week, as follows:

	Jan. 21	Jan. 14
Eastbound loads	17,714	64,401
Eastbound empty	7,310	6,367
Westbound loads	42,611	42,452
Westbound empty	29,960	28,098

Traffic Somewhat Easier  
These figures show an easing up of eastbound freight, while there is a small increase of westbound empties. The movement of westbound empties was not looked upon as especially promising from an economic point of view, although it is so urgent that empties are shot back from the Eastern seaboard with the least possible loss of time. If there is time to load cars with new cargo for the Middle West, so much the better.

In its report to the Director General of Railroads the Lackawanna stated that it was cleaning up its lines of coal and other freight, and that it was a little more pier business, except for the delivery of its lines of soft coal for export delivery from roads that could not handle this business.

The Lehigh Valley reported that there had been no congestion along its lines before clean-up week opened, and there was little this week. The road had 1,717 loaded cars at its Jersey terminals last week, and this number had been reduced to 1,418 cars.

Pennsylvania Better Off  
The Pennsylvania reported that there had been considerable reduction in accumulated traffic. Of 1,121 cars stored on the Philadelphia division, all but 270 had been cleared away. The road reported that unloading at New York terminals showed 7 per cent increase over last week.

The New York Central had tied up at its various terminals on January 12, 9,176 cars of freight. Last Saturday, January 19, 8,756 cars remained, showing a reduction of 418. The road has carried enormous shipments of food.

The New Haven reported having cut the number of its stalled cars from 622 on January 12, to 424 on January 19. The Jersey Central stated that it had no accumulation of eastbound freight, and that it was taking all the westbound freight offered. There was no congestion along its lines whatsoever, the report stated, and the road has now only 266 loaded cars waiting track delivery, in two or three years. On January 18, the day Dr. Garfield's order went into effect, this road delivered 329 cars, as against 211 on the Friday previous. The Erie cut down its number of unloaded cars from 4,614 on January 14 to 4,162 cars on January 20.

Bayonne Again Defeats City Ownership of Water  
BAYONNE, N. J., Jan. 22.—Municipal ownership of this city's water supply was defeated to-day at the polls for the third time in five years. The vote was 2,125 in favor of the project and 2,244 against. The total vote was scarcely half the normal figure, due, it is believed, to the snowstorm.

Larger mains and increased pressure are necessary to give the city a satisfactory water supply, and these improvements were to have been undertaken by the city had the eyes carried the day.

Senator for Idaho Named  
BOISE, Idaho, Jan. 22.—John F. Nugent, of Boise, was today appointed United States Senator by Governor Alexander to succeed Senator Brady. The appointment will hold until a successor is named, in November. Mr. Nugent is a lawyer and former Democratic state chairman. He was a member of the council of the Western Federation of Miners in the trials resulting from the killing of former Governor Frank Steunenberg at Caldwell.

Soviet Troops Defeat Kiev Rada Soldiers  
PETROGRAD, Jan. 22.—Detachments of "Workers' and Soldiers' troops" who were sent from Kharkov to Poltava have met the troops of the Kiev Rada in battle and utterly defeated them. Poltava is now in the hands of the Workers' and Soldiers' forces.

# TIFFANY & Co.

## WATCHES AND WRIST WATCHES

### PLAIN AND JEWEL

Holiday Order Brought Relief To Many Sections  
Others Report That Conditions Still Are in Bad Shape  
The five-day suspension of business ended Monday relieved the coal shortage and freight congestion in parts of the country, but in other sections conditions are still bad, fuel administrators reported yesterday. Some of the dispatches received follow:

Suspension Failed To Relieve Chicago  
CHICAGO, Jan. 22.—The worst fuel situation in the history of the city, according to John B. Williams, State Fuel Administrator, despite the five-day suspension of business, no surplus was created.

Mr. Williams said that instead of a coal deficit in Illinois of 20,000 tons, as was at first estimated, the administration has found a shortage of 1,250,000 tons, which the mines must produce to bring the situation to normal.

Chicago's sugar supply is practically exhausted, it developed this afternoon, owing to the recent snow blockade of railroads.

Snowstorm Ties Up Philadelphia Coal  
PHILADELPHIA, Jan. 22.—State Fuel Administrator Potter today sent a telegram to Dr. Garfield, Federal Fuel Administrator, protesting against the shipment of most of the coal which has reached this city to New York and New England points.

Shipments of coal over the Pennsylvania Railroad to this city, which have reached an average of 275 carloads daily, dropped yesterday to 82 cars, or only 4,000 tons. A snowstorm which began early to-day further complicated the situation.

Ohio Expects to Profit By Garfield Order  
CLEVELAND, Jan. 22.—State Fuel Administrator Johnson said to-day he believed the next few days would show benefits from the Garfield fuel closing order.

The transportation congestion in Ohio has not been improved by the order, according to a statement made in Columbus by James B. Duggan, inspector for the State Utilities Commission.

Anthracite Regions Show Improvement  
READING, Penn., Jan. 22.—"There is an improvement in the anthracite regions," said General Superintendent W. H. Kiefer of the Reading Railway to-day. "Unless the snowstorm now sweeping over Eastern Pennsylvania proves a barrier, the situation in the Mahoning region will be cleared up within the next forty-eight hours."

"The number of cars handled on the Reading & Harrisburg division yesterday was 11,000. This is about 5,000 short of the average when conditions are normal. The gain over the previous day was fully 30 per cent."

Boston Has Coal For Only Four Days  
BOSTON, Jan. 22.—Boston had only four days' supply of coal on hand to-day by a snowstorm, which was expected to be followed during the night by a cold wave. Captains of eight barges which arrived with coal during the day reported conditions bad along the coast.

The three railroads moving fuel reported their western gateways still congested, notwithstanding the efforts to clear them during the five days suspension of business.

Restrictive Order Helps Michigan  
LANSING, Mich., Jan. 22.—State Fuel Administrator W. K. Prudden spoke optimistically regarding the state coal situation to-day for the first time in several weeks.

He said that heavy coal shipments were expected from Ohio within seventy-two hours and that the suspension of industrial activity and the state order shortening the hours of other business will save 150,000 tons of coal in Michigan.

New Jersey Coal Drivers Plan Strike To-morrow  
A strike of New Jersey coal teamsters threaten to complicate further the fuel situation. Five big coal dealers who have refused to comply with the demands of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, have been notified that unless weekly wage increases, averaging between \$3 and \$4, are granted, about 150 men will quit hauling coal Thursday.

Should the strike become effective about 100 carloads of coal daily will be added to the existing congestion at the New Jersey terminals. Thomas Muller, business agent of the teamsters and chauffeurs, said yesterday that notices had been served on the five companies. Demands for increased wages were made recently by the drivers on all the big coal companies. A settlement was affected except in the cases of the five companies now threatened.

Schley Considers Scheme to Have Autos Haul Coal  
The Tribune's Plan to Use Motor Trucks Mondays Meets With Favor  
Reeve Schley, Federal Fuel Administrator for New York City, will ask T. D. Pratt, executive secretary of the Motor Truck Club of America, to call on him to-day or to-morrow and discuss the Tribune's suggestion that trucks made idle on the Garfield Monday holidays be used for hauling coal from the Jersey terminals. Mr. Schley said:

"I mean to call upon Mr. Pratt for details of what we can do. I will be able to announce whether the plan is feasible for us here after I talk with him."

The Tribune learned yesterday that the Motor Truck Club of America alone has records of 1,900 trucks which could be placed at the disposal of Mr. Schley for use in hauling coal on the remaining nine Garfield Mondays.

Mr. Pratt yesterday expressed a willingness to place the statistics of the Motor Truck Club of America at the disposal of the Fuel Administrator. He said he was ready to give Mr. Schley whatever specific information he desired concerning the number of motor trucks available for emergencies.

"It would seem," said Mr. Pratt, "that a good way to clear up congestion at the terminals and get coal here to concentrate on hauling. If the fuel administration takes the proper steps congestion can be relieved considerably."

These trucks, it was pointed out, could haul an average of five tons to the trip. It would be possible for each truck to make four trips a day, motor truck owners declared. Thus, approximately 20,000 extra tons of coal could be "dumped" in the city on each Monday. These figures are based on the assumption that the trucks would continue their deliveries to the section of Manhattan below Canal Street.

The fuel administration would have to provide unloading stations and the necessary labor to facilitate the loading of trucks at the Jersey terminals, motor truck owners said. The administration would likewise have to place two men on each of the commandeered trucks.

"The Tribune's suggestion is admirable," said H. E. Bliss, vice-president and general manager of the Colt Station Company, metropolitan distributors for the Dodge Brothers Motor Car Company, yesterday.

"The wonderful results that would ensue from the use of motor trucks on the Monday holidays would serve a twofold purpose, a side from relieving the general situation here, it would call attention to the value of trucks for general transportation purposes at this time."

# Jersey Plea for Cut in Railroad Rate Is Refused

## Lighterage Discrimination Charge Is Not Upheld by I. C. C.

### "Free" Time Extended

#### Decisions of Importance to Freight Shippers Are Handed Down

WASHINGTON, Jan. 22.—The Interstate Commerce Commission to-day upheld existing rates to New York and the New Jersey shore, refusing the application of New Jersey interests for reductions on the claim that lighterage charges to Manhattan effect a discrimination in favor of that district.

The commission also authorized railroads to lower the free time allowed for detention of carload shipments of coal at New York, Philadelphia, Wilmington and Baltimore, from ten to six days, under the straight demurrage plan, and from five to three days under the so-called "average agreement" plan.

The new regulations go into effect February 8, and are expected to assist materially in the release of coal cars.

The principal cities benefited are Hoboken, Jersey City, Newark and Paterson, commercial interests of which complained to the Interstate Commerce Commission more than a year ago.

The decision also upholds existing rules, which allow the reconsignment of freight destined for Manhattan to another point within the Jersey shore lighterage limit at a lower rate than on reconsignments to New Jersey points.

Cooperation Lacking in New York  
In a lengthy discussion of the New York Harbor situation, prepared before the government assumed operation of the railroads, the commission declared that the principal cause of congestion there was competition and lack of cooperation between the railroads. The commission suggested that "adequate freight tunnels under the North River, which apparently could be constructed at a cost quite in comparison with the resulting benefit, would make it possible to handle a large portion of Manhattan freight traffic without the use of lighterage or car floats."

Clifford Thorne, former chairman of the Iowa State Railroad Commission, told the Senate Interstate Commerce Committee to-day that the Administration railroad bill guarantees \$300,000,000 more to the railroads than Great Britain guaranteed to her railroads when she took control, and at the same time offers no inducement for the railroads to be efficient to the public.

Mr. Thorne spoke for various reasons, oil, grain and livestock shipments.

Bristow To Be Called  
Urging as a basis of compensation the dividends of the roads for the last year and the elimination of the guarantee as fixed in the bill, Mr. Thorne completed his statement to the Senate committee. Chairman Smith announced that the committee would recall former Senator Bristow, of Kansas, to-morrow, and that the testimony and arguments might be completed by Friday evening. Director General McAdoo has been asked to appear before the House committee to-morrow, and he may make a final statement to the Senate committee Saturday.

The railroads' net revenue from operations in November was \$94,280,000, or \$21,000,000 less than in the corresponding month of 1916, according to final monthly tabulations to-day.

Seeks National War Slogan  
WASHINGTON, Jan. 22.—Representative Van Dyke, of Minnesota, introduced a resolution in the House to-day to create as a national war slogan "Freedom for All Forever."

# SALE

## Selected Reductions prior to our Annual February Sale

### Women's Street Boots

(Short Lines)

Formerly Priced		
\$10.00—\$11.00	- -	\$7.00
11.50—13.00	- -	8.50
13.50—16.00	- -	10.00

### Sport Oxfords

Formerly Priced

\$9.00—\$11.00	- -	\$5.00
----------------	-----	--------

### Satin Slippers

Formerly Priced

\$9.00		
Blue		
Yellow		
Lavender		
Pink		
		\$3.50

No C. O. D. No Mail Orders

## Not Returnable

# J. J. SLATER

415 Fifth Avenue

### Leaders in England Urged to Speak Here

Asquith, Grey and Bryce Invited to Make American Tour

The National Committee on the Churches and the Moral Aims of the War announced yesterday that ex-Premier Herbert Asquith, Viscount Bryce, Viscount Grey, Arthur Henderson, the British labor leader, and others had been invited to make a speaking tour of the United States. The object of the campaign, which is planned by the committee, is to convince the public of the necessity of stamping out German militarism and establishing a league of nations.

President Taft and Alton B. Parker, of the League to Enforce Peace, Hamilton Holt and the Rev. Frederick Lynch, of the Church Peace Union, and the Rev. Charles S. Macfarland, of the Federal Council of Churches of Christ in America, signed the cable message which requested Ambassador Page to extend the invitations.

The organizations represented by the signers of the message have the cooperation of the Committee on Public Information in their plan to inform the public concerning the broad issues of the war. Some of the most foremost speakers of this country have been enlisted, and the itinerary includes every state in the Union and 150 cities.

### Daylight-Saving Plan Voted Down at Harvard

CAMBRIDGE, Mass., Jan. 22.—By a vote of 689 to 383 Harvard University students to-day rejected a daylight saving plan, which was proposed in the interest of fuel conservation.

Under the proposed "earlier to bed and earlier to rise" plan the time schedule of the university would have begun at 8 a. m. instead of 9 a. m. and all academic engagements would have been advanced one hour. President A. Lawrence Lowell favored the scheme, but said he would not urge the faculty to adopt it unless the students cast a favorable vote.

### Von Luxburg Hopelessly Insane, His Physicians Fear

BUENOS AYRES, Jan. 22.—Count Karl von Luxburg, the former German Minister, who was placed in the German Hospital here because of his mental condition, has been removed to the suburbs, where the surroundings are quieter.

Several violent attacks with which Count von Luxburg has been seized during the last few days are said to cause his physicians to fear for his recovery.

# PARAMOUNT SHIRT

## Sales!

PARAMOUNT SHIRTS are at a premium the year round—you don't have to wait for clearance sales because every day is a sales day here—

The price and quality are standard all year round—

Par-amount Shirts at One Dollar are always extra value Shirts.

Come in to any of our four busy shops to-day and prove it!

# PARAMOUNT ONE DOLLAR SHIRT

Get in the PARAMOUNT SHIRT Circle

—UPTOWN—  
BRONX—149th St. and 3rd Ave  
HARLEM—125th " " " "  
YORKVILLE—59th " " " "

DOWNTOWN IN THE TRIBUNE BUILDING

# Pre-War Prices Are Revived

Dollars are now as effective as they were before the war—have the same purchasing power. They are worth fifteen to sixty per cent. more than they were before this sale started. Usually a mark-down means stilted choice—here the chance to choose is remarkably liberal.

Many \$30 to \$35 Suitings now \$25  
Many \$40 to \$50 Suitings now \$30

Have a suit made to your measure from fabrics exactly to your liking and be assured of fit, finish and absolute satisfaction, and strictly all-wool materials.

Army Officers' Uniforms  
Made-to-Measure and Ready-to-Wear-Away  
At very Reasonable Prices

# Arnheim

TWO STORES  
BROADWAY & NINTH STREET AND  
30 E. 42D ST. DET. FIFTH & MADISON AVES.

P. S.—Investigation often proves that what seems impossible is an established fact.

Arnheim Axtoms

# B. Altman & Co.

## An Interesting Group of EXCLUSIVE MODEL GOWNS

illustrating the decorative possibilities of

### Fine Laces and Embroideries

is now being displayed by B. Altman & Co. on the Third Floor.

The assortment comprises approximately fifty specially designed and eminently distinctive creations, richly embellished with laces and embroideries, many of which reveal unique novelty effects.

As a forecast of Fashion for the Spring and Summer seasons of 1918, indicating a pronounced vogue for the artistic use of laces and embroideries in costume designing, this collection of beautiful gowns is particularly interesting.

Fifth Avenue - Madison Avenue, New York  
Thirty-fourth Street  
Thirty-fifth Street